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65th YEAR VOLUME 65. NUMBER 148 RICHMOND, VA., FRIDAY, MAY 28, 1915. —TWELVE PAGES WEATHER PAGE 9 —FAIR PRICE, 2 CENTS

## THINKS TORPEDO STRUCK HIS SHIP

Captain of the Nebraska Says,  
However, He Saw No  
Submarine.

### HE MAKES SWORN STATEMENT

Affidavit Will Be Forwarded to  
State Department With-  
out Delay.

LIVERPOOL, May 28.—The American steamer Nebraska, which was disabled on Tuesday night by an explosion off the coast of Ireland, arrived here shortly before midnight. The captain said: "I saw no submarine, but am certain it was a torpedo which hit us."

"Moreover, a submarine could not have failed to see our name and nationality, which was outlined in huge letters on our sides."

Members of the crew of the Nebraska were agreed that the explosion was caused by a torpedo.

The forward part of the ship is wrecked.

Below her water line the bottom had been torn away, and standing beside the fore hatchway one looked down at water, which had risen almost to the coming. The ship was saved from sinking by the strength of her No. 2 bulkhead, which held back the water damage, was done to the deck and fittings. The steamer's derricks were blown away by the force of the explosion.

### CAPTAIN TELLS STORY OF DAMAGE TO SHIP

Captain Greene told this story of the damage to his ship:

"We left Liverpool Monday. The next night, forty-eight miles off East-point, at 8:24 o'clock, we were torpedoed. Only ten minutes before we had hauled down the American flag, but it was quite light, and the submarine must have seen the big white lettering on our sides, which read 'Nebraska, of New York.'"

"I was below at the time. There was a terrible shock, which threw everybody aboard off their feet. Immediately afterwards came a tremendous explosion, which slightly injured two quartermasters and the boatswain, hurled the derricks thirty feet high and blew up the hatches."

"The ship rapidly filled with water in the lower hold and commenced to settle. We thought the ship was lost and got into our four lifeboats. Two armed British vessels came up in reply to our distress signals."

"As the vessel still floated, we returned on board and made a careful examination. We found the No. 2 bulkhead holding firm, and decided to remain aboard and try to bring the ship into Liverpool under her own steam, which we accomplished successfully."

### SWORN STATEMENT MADE BY CAPTAIN OF SHIP

WASHINGTON, May 27.—Ambassador Page at London cabled the State Department to-night that Captain Greene, of the American steamer Nebraska, had given the naval attaché of the embassy a sworn statement at Liverpool concerning the explosion of his ship off the Irish coast on Tuesday, and that the attaché was returning to London.

Lieutenant Powers, the attaché, was accompanied to Liverpool by Naval Constructor McBride, who is expected to make an examination to-morrow with the hope of ascertaining definitely whether the Nebraska was damaged by mine or torpedo.

The captain's affidavit will be forwarded to the State Department as soon as Lieutenant Powers reaches London, but any decision as to action by the American government probably will be delayed until the constructor's report is received.

In his first report to Consul-General Skinner at London by telegraph to-day, Captain Greene said his ship either struck a mine or was torpedoed, and officials here think his affidavit may not be more definite.

### IMPOSSIBLE TO DETERMINE CAUSE OF EXPLOSION

The United States government had received to-night messages from Ambassador Page and Consul-General Skinner at London, and a statement from Captain Greene, of the American steamer Nebraska, but from all information thus far available it has been impossible to determine whether the explosion on the Nebraska Tuesday was caused by mine or torpedo.

Many officials are inclined to believe the ship struck a floating mine. Naval officers say the upward explosion as described by Captain Greene, is of a character more likely to have been caused by a mine than a torpedo.

Ambassador Page reported that he had begun an inquiry. The vessel was due at Liverpool late to-night.

Any diplomatic action as a result of the incident will be deferred until there is definite proof of the cause of the explosion. Should it develop that the vessel was torpedoed, the fact that her flag had been lowered a few minutes before at sundown, would have no bearing on the action of the American government, which always has insisted upon the exercise of the right of visit and search before an attack upon any merchantman.

If it is proved that the Nebraska hit a mine, the case would be similar to the mishaps to the American cotton ships Bvelyn and Carib, which struck mines, the responsibility for which has never been fixed.

### NO INTERNATIONAL CONVENTION ON LAYING OF MINES

There is no international convention in force relative to the laying of mines. The United States ratified the Hague convention of this subject, but it is not operative because many of the signatories did not ratify it. The principles laid down in that convention, (Continued on Second page.)

## Sir John Fisher Loses Naval Post

Admiral Sir Henry Jackson  
Appointed as First Sea Lord  
of Admiralty.

LONDON, May 27.—It is officially announced that Admiral Sir Henry Jackson has been appointed First Sea Lord of the Admiralty.

Sir Henry Jackson's appointment as First Sea Lord removes all doubt as to the possible retention of Admiral Fisher in the post. Both Winston Churchill, who was First Lord of the Admiralty, and Sir John Fisher, who was admiral of the fleet, have now been definitely eliminated from the control of the navy.

Admiral Sir Henry Jackson has been chief of the British war staff since 1912. He has been in the navy since he was thirteen years old. He is now sixty. He is an expert in the construction and equipment of warships, and is credited with being the first man in England to put to practical use Hertzian waves for wireless telegraphy.

It is announced that Admiral Sir Arthur Wilson, who was First Sea Lord from 1909 to 1912 and was then retired, will remain associated with the admiralty in an advisory capacity.

### TAKE TARIFF FROM POLITICS

Movement Launched at Meeting of  
Business Men in Chicago.

CHICAGO, May 27.—A movement to remove the tariff from politics was launched at a meeting here to-day attended by H. U. Mudge, managing head of the Chicago, Rock Island and Pacific Railroad under the receivership; Clarence S. Funk, President E. P. Ripley, of the Adhesion, Topeka and Santa Fe, and other business men. H. H. Gross, president of the National Soil Fertility League, presided.

The following committee was appointed to perfect an organization to place a proposed act before Congress: Frank G. Logan, chairman; B. E. Sunny, Cyrus H. McCormick, Victor F. Lawson, John V. Farwell, William V. Kelley and Clarence S. Funk.

The plan contemplates a tariff commission with the broadest powers possible under the Constitution, including the power to investigate, recommend and hear complaints.

Letters of indorsement were read by James J. Hill, of St. Paul; George W. Perkins, of New York; several college presidents and many business men throughout the country.

"The ship rapidly filled with water in the lower hold and commenced to settle. We thought the ship was lost and got into our four lifeboats. Two armed British vessels came up in reply to our distress signals."

### GERMAN SAILORS INSANE

Several at Hoboken Driven Mad by  
Hunger and Homesickness.

NEW YORK, May 27.—Several of the German sailors from the North German Lloyd and Hamburg-American steamships which have been docked at Hoboken since the war began, have become mentally unbalanced, and have been placed in the Hoboken jail. Three became so violent that it was necessary to take them from the steamships and place them under observation.

One of the men from the Barbarossa, in returning from a trip ashore, asserted that he was Emperor William. He issued orders directing a battle in France. Afterward a blacksmith on the Vaterland threatened to sink the ship, because she would not carry him back to Germany.

Dr. George King, county physician, said enforced idleness, melancholia and homesickness was responsible.

### BRYAN'S REQUEST REFUSED

Arizona Senate Declines to Make Move  
to Repeive Mexicans.

PHOENIX, ARIZ., May 27.—By a vote of 5 to 4, the Arizona State Senate to-night declined Governor George W. P. Hunter's request to memorialize the State Board of Pardons and Poles to reprieve five Mexicans condemned to die to-morrow at the Florence Penitentiary. Governor Hunter had made a last effort to save the lives of the Mexicans, based upon a message received to-day from Secretary Bryan, who suggested that their execution might endanger the lives and property of Americans still resident in the territory controlled by the Mexican chieftain, General Villa.

The Governor sent Secretary Bryan's telegram to both the Legislature and the State Board of Pardons and Poles.

### FORTY MINERS TRAPPED

Sixteen Rescued, Two Bodies Recovered,  
Fate of Others Undetermined.

NANAIMO, B. C., May 27.—About forty miners were trapped by a gas explosion in the reserve mine of the Western Fuel Company here late to-day. Sixteen have been rescued, and two bodies recovered.

The fate of the other miners, who are still imprisoned, has not yet been determined.

### RELATIVES PAY TRIBUTE

Memorial Services for Alfred G. Vanderbilt Held at Mother's Home.

NEW YORK, May 27.—Tributes to the memory of Alfred G. Vanderbilt, who perished on the Lusitania, were paid to-day in memorial services held at the home of his mother, Mrs. Cornelius Vanderbilt. Only relatives and friends attended. Mr. Vanderbilt's body was not recovered.

### LINER ADRIATIC SAILS

Carries 206 Passengers, Only Three of  
Whom Are Americans.

NEW YORK, May 27.—The White Star liner Adriatic left New York to-day for Liverpool with 296 passengers and 18,000 pounds of general cargo and munitions. Only three of the passengers were Americans.

Word that the Cunarder Orduna had reached Liverpool safely was received by the line here to-day.

## ANOTHER BRITISH BATTLESHIP SUNK

Majestic Torpedoed by Enemy  
Submarine While Supporting  
Army on Gallipoli Peninsula.

NEARLY ALL ON BOARD SAVED

English Vessel Princess Irene Is  
Blown Up in Sheerness Harbor,  
With Heavy Loss of Life.

LONDON, May 27.—The torpedoing and sinking of the British battleship Majestic is announced by the admiralty in the following statement:

"An enemy submarine torpedoed and sank H. M. S. Majestic, Captain H. F. G. Talbot, this morning while it was supporting the army on the Gallipoli Peninsula. Nearly all the officers and men were saved."

The battleship Majestic was a vessel of 14,500 tons and of 10,000 horse power. Her officers and crew, on a peace footing, were 757.

The Majestic, which was built in 1895, carried four twelve-inch, twelve six-inch and sixteen three-inch guns and twelve three-pounder guns.

In addition she was armed with five eighteen-inch torpedo tubes.

The sinking of the Majestic makes the fifth British battleship lost in the Dardanelles campaign, and the second by a hostile submarine, the Triumph having been sent to the bottom in the Gulf of Saros on Wednesday. The French also have lost one battleship in the Turkish campaign, the Bouvet.

Lloyds announces that the British steamer Princess Irene was suddenly blown up to-day in Sheerness harbor. The Princess Irene was in the government service. Sheerness is a naval arsenal of Great Britain, on the Thames.

The admiralty in confirming the explosion on board the Princess Irene, says that seventy-eight workmen must have perished in the disaster.

### BLOWN UP BY EXPLOSION IN SHEERNESS HARBOR

LONDON, May 27.—All the crew of 250 men of the British steamer Princess Irene, except one man, and in addition seventy-eight dockers who were at work on board the steamer, lost their lives to-day when the vessel was blown up by an explosion on board in Sheerness harbor. The steamer was in the government service.

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The admiralty in confirming the explosion on board the Princess Irene, says that seventy-eight workmen must have perished in the disaster.

The statement of the admiralty says: "The Princess Irene was accidentally blown up in Sheerness harbor this morning. So far as is yet known, only one survivor was picked up. Three men belonging to the ship were not on board at the time of the disaster."

"Several men belonging to vessels lying close to the Princess Irene were wounded by falling splinters."

### CREW OF THE TRIUMPH RESCUED BY DESTROYERS

CONSTANTINOPLE, May 27 (via London).—An official communication issued to-day concerning the sinking of the British battleship Triumph on Wednesday in the Gulf of Saros, says:

"The Triumph was accompanied by two destroyers, and other vessels were on guard to protect the battleships when a German submarine attacked and sank her. The torpedo which the submarine fired exploded amidships. The Triumph listed, and nine minutes later capsized. She floated keel upward, however, for twenty minutes."

"The crew, who had rushed on deck, were rescued by destroyers and other ships. The Turkish batteries, although it would have been easy to do so, refrained from interfering in the work of rescue."

"The submarine was chased by destroyers, but escaped undamaged."

### MORE THAN 300 PERSONS BELIEVED LOST

SHEERNESS, May 28.—It is believed that more than 300 persons lost their lives here to-day, when an explosion on board the steamer Princess Irene, a mine-laying vessel which was lying in the Medway off Port Victoria, undergoing repairs, shattered the steamer.

In addition to her crew, said to have numbered 250, there were seventy-eight shipwrights on the steamer.

Many men on the ships in the vicinity of the Princess Irene were injured by the debris, and fragments of the wreckage were picked up as far away as Maidstone, fifteen miles from the scene of the explosion.

The noise of the explosion of the Princess Irene is described as having been far louder than that which accompanied the blowing up of the battleship Bulwark in Sheerness last November.

### ESTIMATES OF MORNING PAPERS VARY GREATLY

LONDON, May 28.—Estimates of the fatalities on board the Princess Irene as made by the morning papers, vary from 300 to more than 400. The Daily Mail says that in addition to the seventy-eight shipwrights there also were on board 100 workmen from Chatham, as well as 240 members of the crew, which would give a total of 418 persons on the steamer.

### DE ARRIAGA RESIGNS

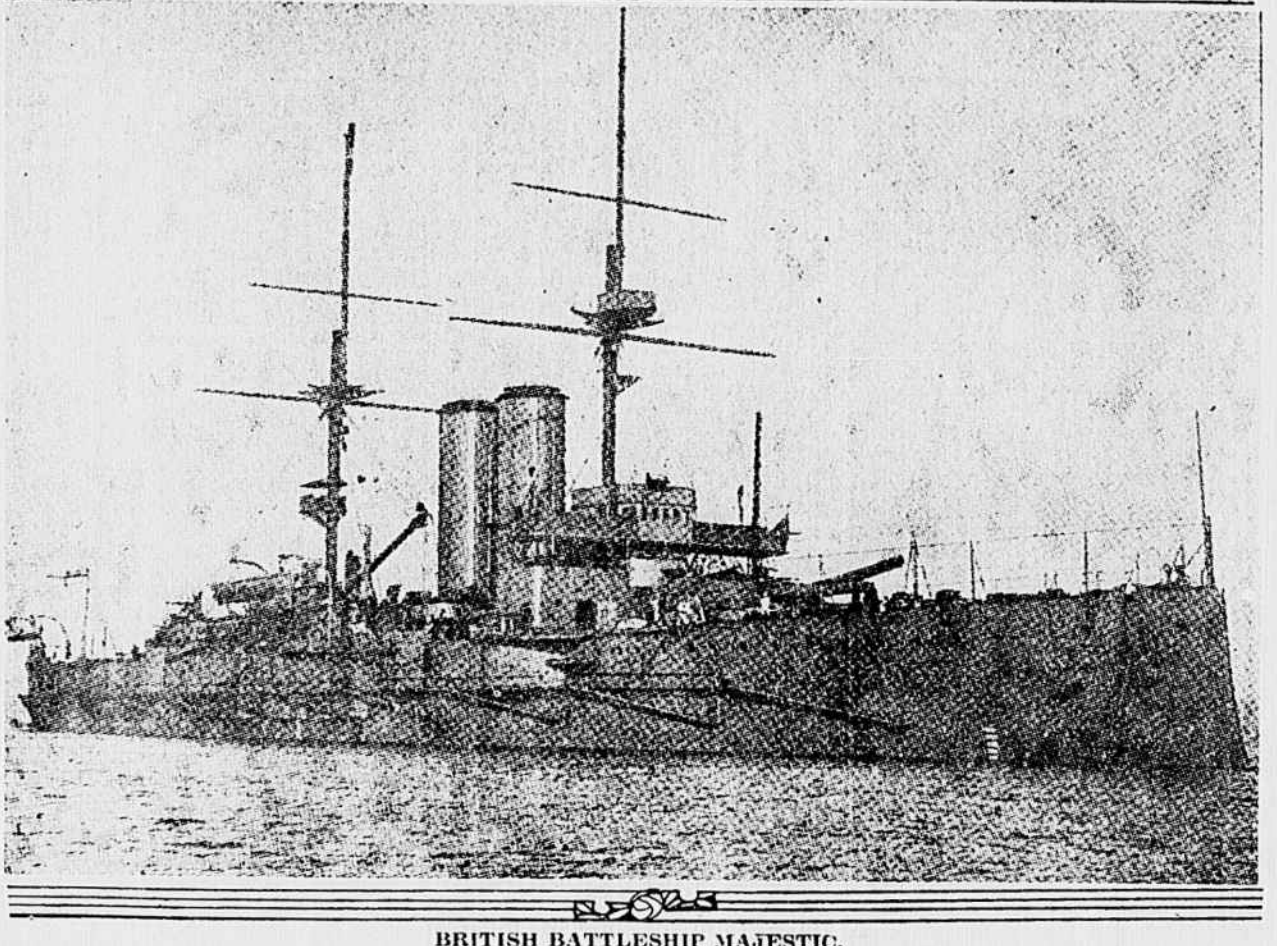
President of Portugal Announces De-  
termination to Quit Office.

LISBON (via Paris), May 28.—The President of Portugal, Manuel de Arriaga, has resigned.

President de Arriaga officially announced to the president of the Portuguese Congress his determination to resign his office.

Congress will meet Saturday to deliberate on this action by the President, and take measures required by the situation thus created.

## ALLIES SUFFER NEW LOSS IN DARDANELLES



BRITISH BATTLESHIP MAJESTIC.

### COMPLETE PROGRAM FOR CORNER-STONE LAYING

Impressive Exercises to Mark Start  
of Construction of Equestrian  
Statue of Jackson.

### MASONS TO HAVE LARGE PART

Whole Grand Lodge Will Participate.  
Maj. William A. Anderson, of Lex-  
ington, to Be Chief Speaker—Re-  
union Committees Working Hard.

The program for the ceremony of laying the corner-stone of the equestrian statue of General Stonewall Jackson has been printed, and it indicates that the occasion will be an impressive one. The exercises will commence at 1 o'clock on the closing day of the Reunion, Thursday, June 3, at the intersection of Monument Avenue and the Boulevard, following the grand parade. Solemn Masonic ceremonies and other impressive exercises will mark the occasion. All of the officers of the Virginia Grand Lodge of Masons will participate.

The program in condensed form follows:

Prayer—Lieutenant James Power Smith, of the staff of General T. J. Jackson, chairman and master of ceremonies.

Laying the corner-stone—The Grand Lodge of Virginia, Ancient, Free and Accepted Masons: Most Worshipful James B. Wood, grand master.

Address—Sergeant George L. Christian, Second Company, Richmond Howitzers, Army of Northern Virginia. Introducing the orator of the day—First Sergeant William A. Anderson, Company I, Fourth Regiment Infantry, Stonewall Brigade.

Wreath in memory of General B. H. Bee—"Look! there is Jackson standing like a stone wall!"

Benediction—Captain J. W. Bachman, Nineteenth Regiment, Tennessee Infantry, Army of the Tennessee, Confederate States Army.

The following compose the Grand Lodge of Masons of the State of Virginia: Most Worshipful James B. Wood, grand master; Right Worshipful James Alston Cabell, deputy grand master; Right Worshipful Henry K. Field, grand senior warden; Right Worshipful Ernest L. Cunningham, grand junior warden; Right Worshipful Fred Pleasant, grand treasurer; Worshipful Joseph V. Biddgood, deputy grand treasurer; Right worshipful Charles A. Nesbitt, grand secretary; Right Worshipful John P. Mayer, deputy grand secretary; Right Worshipful Sol Cutchins, grand senior deacon; Right Worshipful William W. Galt, grand junior deacon; Right Worshipful Harry B. Lee, grand chaplain; Worshipful James H. Price, grand marshal; Worshipful James A. Pamplin, grand pursuivant; Worshipful Oscar J. Adams, grand tiler; Brother A. W. Baker, grand steward.

In the printed programs the Masonic exercises which will be observed are printed in full, occupying eight pages.

### MORE ENTRANTS FOR FLORAL PARADE BADLY NEEDED

Just at this time the reunion committee is considerably perturbed over the failure of automobile owners to list their automobiles for the floral parade. It has been planned to make this feature one of the big hits of the spectacular side of the reunion. But so few automobiles have been entered that it is realized that a great deal of work will have to be done in a very short time, in order for the parade to be anything like the spectacle it had been planned to make it.

President Claude L. Watkins, of the Richmond Automobile Club, is at work trying to arouse interest among the automobile owners. The parade, he states, while being arranged by the Automobile Club, is as much under the auspices of the reunion committee as any other feature of the reunion, the automobile club acting merely as a committee for the general committee.

Mr. Watkins urges owners of cars to act without delay and see to it that their cars are in the parade, doing this much in recognition of the gallant services of the Confederate soldiers, in whose honor and for whose pleasure the annual reunions are held. He urges that every automobile owner

(Continued on Second page.)

### KILLING FROSTS BREAK MAY WEATHER RECORDS

Reports Indicate Heavy Damage to  
Fruits and Vegetables in  
Many Sections.

### BIG STORM OFF CHARLESTON

Nine Negro Fishermen Known to  
Have Been Drowned, and It Is  
Thought Several Others Also Per-  
ished—Rivers Reach Flood Stage.

### Warmer Weather Expected To-Day

WASHINGTON, May 27.—Generally fair weather, with rising temperature, is following the cold wave and killing frosts which swept down from Canada last night, causing damage in the agricultural districts along the Great Lakes, through Northern and Western Pennsylvania and New York.

Forecasters of the Weather Bureau to-night said the territory affected by the wave probably would have light frost to-night, but that warmer weather would follow to-morrow.

Reports from upper Michigan said temperatures there fell several degrees below freezing early to-day.

### WASHINGTON, May 27.—Killing frosts throughout the Lake region, and the Middle Atlantic States broke May weather records of many years last night, and promise unseasonably cold weather for the next twenty-four hours. Reports to the Weather Bureau indicate heavy damage to fruits and vegetables, particularly in the interior of New York. While frost is probable again to-night in the lower Lake re- gion, New England and the Middle Atlantic States, warmer weather is promised Friday.

### NINE NEGRO FISHERMEN DROWNED IN STORM

CHARLESTON, S. C., May 27.—Nine negro fishermen are known to have been drowned and it is thought several others also perished in a storm early to-day off Charleston Light. Return- ing fishermen report that the wind attained a velocity of sixty miles an hour, and that many of the vessels of the fishing fleet were swamped.

### OLD LEAVES GUARDED BY 1,200 CONVICTS

LITTLE ROCK, ARK., May 27.—Reports from sections of Oklahoma and Arkansas state that heavy rains have fallen on the upper Arkansas River watershed and brought many of the streams to flood stages.

At Fort Gibson, the Arkansas River has risen five feet. Considerable areas of the bottom lands have been inundated, and damage done to the crops in the vicinity of Haskell, Okla.

At the State farm, sixty miles from Little Rock, 1,200 convicts were to-day guarding old leaves to prevent threatened destruction of stockades and buildings by the rising waters.

### AT LEAST EIGHT DEATHS CAUSED BY STORMS

KANSAS CITY, MO., May 27.—A heavy rainstorm that broke over Arkansas, Kansas, Western Missouri and Eastern Oklahoma to-day, following yesterday's rains, increased the rising waters and almost cut off communication with these districts.

Meager reports tell of at least eight deaths, either by drowning or by lightning.

All streams in the districts were around flood stage. The Kansas River was reported rising four inches an hour at Manhattan, Kans., and only three feet below the danger mark.

Many residents in the southwestern part of Kansas City, who returned to their homes to-day, thinking the danger past, were forced to flee again to-night when Turkey Creek rose rapidly.

Railroad washouts and damage to growing crops were reported.

At Little Rock, Ark., heavy rains

(Continued on Tenth Page.)

### ZEPPELINS MAKE RAID ON ENGLISH COAST TOWN

Only One Person, a Woman, Killed,  
but Number of People Are  
Injured.

### MATERIAL DAMAGE IS SMALL

British Aeroplanes Go Up in Search  
of Enemy Craft, but Fail to Over-  
take Them—Southend Target for  
Number of Aerial Visits.

### SOUTHEAST, ENGLAND, May 27.— Another Zeppelin raid was made upon this town last night. A revised count shows that only one person was killed, Mrs. May Fabin, who was here on a visit. A number of people, however, were injured.

The entire town was illuminated by the bursting of shells dropped by the aircraft, but the material damage caused appears to have been less than on the occasion of the last raid.

Some reports say that two and others that three Zeppelins took part in the raid. It is impossible to give the number accurately, for heavy clouds obscured the sky.

The noise of the propellers was first heard shortly before 11 o'clock. Then came at once the shock of explosions, some of the bombs were incendiary.

Crowds assembled in the streets. Mrs. Fabin was killed as she was leaving a street car. It is recalled that in the previous raid the only victim was a woman.

British aeroplanes went up in pursuit of the raiders, but could not overtake them. Some time later two Zeppelins were seen over Burnham-on-Crouch, seven miles northeast of Southend, but no more bombs were dropped.

Southend, a municipal borough and popular seaside resort, at the mouth of the Thames, forty miles east of London, has been the target of Zeppelin raiders several times in the past six months. On no previous occasion have the results been serious.

### FRENCH AERIAL SQUADRON BOMBARDS LUDWIGSHAFEN

PARIS, May 27.—A French aerial squadron, composed of eighteen aeroplanes, each carrying 110 pounds of projectiles, this morning bombarded a chemical factory at Ludwigshafen, on the Rhine, opposite Mannheim.

Fire broke out in several of the factory buildings as a result of this bombardment.

This factory is one of the most important manufacturing of explosives in all Germany. The French aviators were in the air for six hours, and covered more than 400 kilometers (240 miles).

This expedition against an important German military establishment was the French reply to the attempts of German aviators on the city of Paris.

This information was contained in the French official statement given out by the War Office this afternoon.

### POLICE CHIEFS MEET

Michael Regan, of Buffalo, Succeeds  
Mayor Sylvester as President.

CINCINNATI, O., May 27.—Michael Regan, chief of police of Buffalo, was elected president to-day of the International Association of Chiefs of Police at the annual convention here. He succeeds Mayor Richard Sylvester, of Washington, who retired from the presidency after holding that office for the last fifteen years, owing to the fact that he no longer is an active police chief.

C. T. Kiser, of Norfolk, Va., was elected secretary, and F. C. Roach, of Jacksonville, Fla., treasurer.

Newark was chosen as the 1916 convention city.

The committee appointed to confer with the International Associations of Sheriffs and the International Association of Railway Special Agents, relative to joining a new organization known as the Federation of American Peace Officers, submitted a report approving the idea, and recommending that the chiefs join. This report was concurred in.

## SUBMARINE RAIDS GROWING MENACE FOR ALLIES' SHIPS

Undersea Boats Promise to  
Take Active Part in Oper-  
ations in Adriatic.

### PROVING HAZARDOUS TO SEA-BORNE TRADE

Middle Galicia Remains Scene of  
Greatest and Most Impor-  
tant Fighting.

### PRZEMYSL, AGAIN SURROUNDED

Petrograd Declares That Austro-Ger-  
man Onslaught Will Be  
Stemmed.

### Submarines Continue to Take Their Tolls

SUBMARINES continue to take their tolls in the European war. The British battleship Majestic has been sent to the bottom off Gallipoli Peninsula by a German torpedo. The number lost, as in the case of the Triumph, has not been computed.

The British steamer Morwenna was sunk not far from the Old Head of Kinsale, where the Lusitania went down, and the Danish steamer Betty was disposed of in the North Sea, both by German submarines.

The British submarine E-11 has made a long trip, under mine fields, part of the way through the Dardanelles and the Sea of Marmara up to the very waters of Constantinople, a distance of approximately 200 miles. In the course of this expedition, she sank an ammunition vessel in the Sea of Marmara, torpedoed a supply ship at Rodosto, and discharged a torpedo at a transport along the arsenal at Constantinople, the effect of which is not known.

Another tragedy of the sea has occurred at Sheerness, where the British auxiliary steamer Princess Irene has been blown up by an accidental explosion on board. More than 300 lives are reported to have been lost.

The Turks report that they have captured a transport, which was attempting a landing at Houdroun.

The heaviest fighting of the war still goes on in the Galician districts, where the Teutonic allies press close upon the Russians. More than 2,000 prisoners are declared to have been captured by the Austro-Germans east of Radosno and nearly 3,000 near Goussakow.

LONDON, May 27.—The British battleship Majestic, another of the ships supporting the allied army on the Gallipoli Peninsula, was sunk by a German submarine to-day. Nearly all the officers and crew were saved.

At about the same time the steamer Princess Irene, built last year for the Canadian Pacific British Columbia coast survey, and which was taken over by the admiralty at the commencement of the war, was destroyed by an accidental explosion while at anchor at Sheerness, where she was undergoing repairs. All her crew, numbering about 250, except one seaman, and seventy-eight dockyard workmen aboard at the time, lost their lives.

The Majestic, which was the oldest on the active list of the British navy, is the sixth capital ship lost by the allies since the beginning of the Dardanelles operations, and the second which has fallen a victim to German submarines, which recently arrived in these waters.

The submarine menace is a growing one, both in the Aegean Sea and home waters, and the vessels promise to take an active part in the operations in the narrow waters of the Adriatic, where as in the Aegean, islands afford good shelter.

### MORE AND MORE HAZARDOUS FOR SEA-BORNE TRADE

While the warships are able to escape submarines in the waters around the British Isles, the increase in their numbers makes the carrying on of sea-borne trade more and more hazardous.

The admiralty still believes that the American steamer Nebraska, now on her way to Liverpool, was torpedoed. The British steamer Morwenna, bound for Canada, and the Danish steamer Betty have been sunk by submarines. Only a few days ago the commander of a submarine informed a Danish captain that he had no orders to sink Danish vessels.

Amidst the activities on land and sea and in the air, from the Dardanelles to the waters around the British Isles, Middle Galicia remains the scene of the greatest and most important fighting. There the Germans continue to batter at the Russian lines northeast and southeast of Przemyśl, and, according to reports, which have not been confirmed by official statements, they have severed communications between the former Austrian fortress and Lemberg.

If these reports are true, Przemyśl, which less than three months ago was taken by the Russians after a long siege, is again surrounded. It would appear, however, that, while the Teutonic allies are pressing hard on the fortress, they have not yet forged the circle, the completion of which is being stubbornly opposed by the Russians.

The Germans have forced another crossing of the San River, eleven miles